

# SAN DIEGO BAY

CALIFORNIA

From a Trigonometrical Survey  
under the direction of A.D. BACHE Superintendent of the  
SURVEY OF THE COAST OF THE UNITED ST.

Triangulation by R.D. CUTTS Asst.

Topography by A.M. HARRISON Sub-Assistant

Hydrography by the Party

under the command of Comdr. JAMES ALDEN U.S.N. Asst.

Scale 46600

1857

## SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kelp along which extends from False Bay along the land to and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Vessels entering the port may pass through the Kelp off the point, from the eastern edge of which star N 4 E. in 17 30 E. till up with Pt. Loma, the bar having been crossed when there is 22 feet at mean low water; and having, say half of the village on the Plaza open past Ballast Point, haul up and steer in that direction. S.W. by W. in 17 40 is the anchorage.

In boating while standing to the Eastward, do not approach the Zunianga Shoal too closely as it is very abrupt, but to the Westward where the water shoals very gradually the bar will be a sufficient guide. Between Ballast Pt. and the Village, there is a shoal with 12 feet of water on it at mean low tide, but being out of the channelway it is no obstruction except to vessels of heavy draft working to windward. Beyond the Plaza the Channel is clearly marked at low water and its limits are more or less defined at any stage of the tide. Bound into San Diego from the Northward, care must be taken not to mistake False Pt. for Pt. Loma, as they resemble each other, particularly when the weather is hazy. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.

Feb  
77

ANCIENT MARINERS SAILING SOCIETY  
P. O. BOX 6484  
SAN DIEGO, CALIFORNIA 92106

# ALBATROSS

Feb. 1977



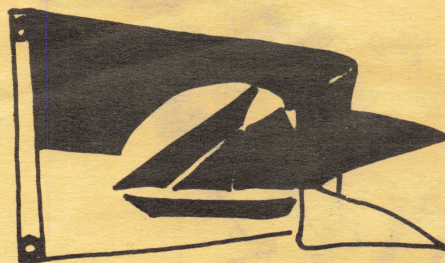


NEWSLETTER OF ANCIENT MARINERS SAILING SOCIETY

ALBATROSS Vol IV No: 2

February 1977

Albatross Editor: Marjie Carver  
2040 Harbor Island Drive San Diego, CA 92101



CLUB OFFICERS	NAME	RES PHONE	BUS PHONE
Commodore	Hugo Carver	298-8422	295-6016
V-Commodore	John Nosworthy	contact via H. Carver	
Secretary	Jim Keitges	-----	225-9368
Treasurer	Marjie Carver	298-8422	
BOARD MEMBERS AT HOME:			
	Kay Russell		277-6575
John Brannon	236-2835	Paul Mitchell	226-1155
Ed Taylor	222-0485	Sam Mangum	224-1254

COMMODORES COMMENTS FROM THE HELM

Receiving the helm from Commodore Bob Spriggs (Ret) at the Commodores Ball was a galla occation. I think a good time was had by all. It was my first time as "Nirvana" was in Cabo San Lucas during last years Ball. Even I had a great time.

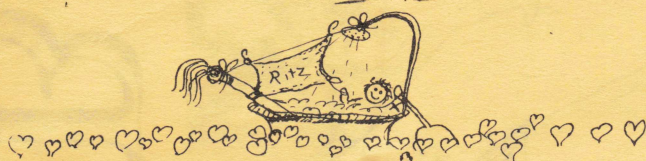
I am very proud of my officers and Board members, even though a salty sort! We are going to try to be an open group, so any ideas, complaints, whatever.....contact us. As you can see we are going to print the names and phone numbers of the Board Members and Officers each month. We had a fruitful meeting last week to get the ball rolling. The Spring Regatta is in the works, see the meeting notes and please help! The years schedule is set though we may add a non-Race function in the summer in addition to the Opening Day. The Commodores Regatta is set (I better make some trophys!). The Programs Chair has lined up a dilly for the February 24th meeting And everyone has a super attitude for the new year

**MEETING**

Planning Meeting: THIRD ANNUAL SPRING REGATTA  
There will be a meeting Thursday, February 17, 7:30 P.M. at Southwestern Yacht Club to organize. Committees, budgets and all other aspects of the Third Annual Regatta will be discussed. If you can volunteer some time to this event, or if you have ideas, suggestions or other inputs to this event, be sure to attend this meeting.

General Meetings Last Thursday of the Month.  
February 24th. 7:30 P.M. at Southwestern Yacht Club.

Harry Steward will have a picture show and tell tales of his cruise to the Marquesas.  
Hope to see you there!



VALENTINES DAY DINGHY RACE AND MASSACRE

- Date: Sunday, February 13th
- Time: About 1:00 P.M.
- Place: Around Commercial Basin, Eichenlaub's or Red Sails' Docks
- Course: To be announced after the Start
- Entry Fee: Six-Pack of Beer or Equivalent
- Qualifications: Any Non-Live Aboard Vessel without mechanical propulsion (Oars Okay), and length on the Water Line less than 12'.
- Rules: No Protests Allowed

Trudy Wood will unwillingly answer inquiries after 6:00 P.M. at 459-9370

If you want to help (It doesn't just happen), in any old way - come out, phone up, come to a Spring Regatta Meeting, Come to a General Meeting. get your boat out to a function, tell us if an Associate and you would like to crew - we always need crew. In short, get involved! My pocket computer says there are 1572 years of boats in the club, that is worth getting involved.

Hugo Carver

P.S. Get those Dues in. We like them Also!  
And bring a friend!



TREASURERS REPORT

We have about \$30.00 in the treasury and about \$40.00 in outstanding bills. Pay your dues please They will be due March 1st and delinquent April 1st The Board February 3, 1977 passed a resolution to raise the dues to \$10.00 per member. Note that any one member wishing to receive an extra copy of the "Albatross" should pay separate dues. Pleas send tax deductible donations to A.M.S.S.

P.O. Box 6484  
San Diego, CA  
92106

Thank you. M. Carver

MEMBERSHIP REPORT

New membership applications have been issued. We ask that all old members fill out the new forms, please, so that we can update our boat information and roster. Inquiries can be made to membership chairman, Bill Clark. 298-2795



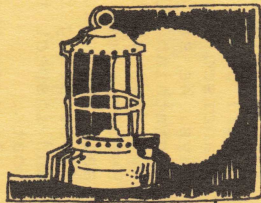
## COMMODORES BALL

The Commodores Ball, held at S.W.Y.C. on Jan. 28th was a great success. 60 members and guests were present for the dinner and a few more joined us afterwards for dancing! Our beautiful perpetual trophies were on display as well as  $\frac{1}{2}$  Pint-O-Rum winners banner, the club Burgee and the two garish Christmas Parade of Lights Awards. After a fine buffet dinner, Bob Spriggs gave special thanks to his first mate, Darlene and to outgoing officers and members of the Board for a job well done. After a bit of two way ribbing, Bob introduced 1977's dapper Commodore, Hugo Carver (Commodores suit and all).

Hugo then presented Bob with a specially made  $1\frac{1}{2}$ " racing propeller to aid "Jonathan Swift" in the never ending race with "Nirvana". He then welcomed the other new officers: John Nosworthy-Vice-Commodore, Jim Keitges-Secretary, Marjie Carver-Treasurer, Al Hislop-Spring Regatta Chairman, and board members: John Brannon, Kay Russell, Paul Mitchell, Ed Taylor, Sam Mangum and past commodores Doug Smith and Bob Spriggs.

The raffle wound up the business of the evening with 12 winners of the table decorations. The winners being: the Kaisers, prospective members; the Flanagans, new members; musician, Wendy Bookout; and members, Lustigs, Hales, Bradys, Geraghtys, Mitchells, Al Hislop and the Carvers (some say it was rigged!).

The remainder of the evening was spent dancing to Wendy's great sounds. Late in the evening, or it was early morning, at least one member was seen dancing on the tables and the Commodores tie (yes tie) was seen flying off the dance floor! (The past secretary was a bit light headed without the heavy weight of secretarial responsibilities.) It was a fun evening to begin AMSS's new year! Wish all of you could have been there.

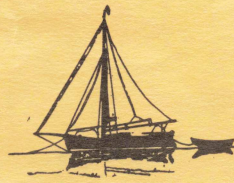


## FROM THE BOARD

Meetings to be held on the first Thursday of every month.

Transactions for the first Board Meeting:

- |  |              |  |
|--|--------------|--|
| 1. Commodore states that we have at least 1572 years of boats in the club!   |              |  |
| 2. Dues were raised from \$5.00 to \$10.00 per member.   | March 5th    | Commodores Race/Raft-up  |
| 3. Appointed John Nosworthy as programs chairman. Contact him evenings through H. Carver, 298-8422 if you have any ideas and/or materials for general meetings at the end of each month. | April 30th   | Spring Regatta - After Ensenada Race                               |
| 4. There will be a Commodores Race, Saturday March 5th. The course will be announced at the general meeting of February 24th.  | June 11,12   | Opening Day - Boat Showoff, Inspection, Raft-up, etc.              |
| 5. A.M.S.S. membership in Southern California Yachting Association discussed. Doug Smith is researching the possibilities.   | July 2,3,4   | 4th of July Race/Raft-up   |
| 6. Discussed and recommended changing the By-Laws so new officers positions are affirmed before the start of the new year (instead of 2 hours before the Commodores Ball).               | August 1-10  | Schooner Ass. Race in Long Beach and Catalina Summer Island Cruise |
| 7. Decided upon Calendar of Events:  | October 1,2  | Glorietta Bay Race/Raft-up   |
|  | December 3,4 | Half Pint-O-Rum Race/Raft-up                                       |
|  | December 18  | Christmas Parade of Lights   |
| 8. Unanimously appointed Bill Clark to be Membership Chairman.   |              |  |



## Cruisin'

NORTH TO THE DELTA

The warm rain fell lightly as Joss II backed from her slip at Southwestern Yacht Club, September 7, 1976. Carl Shugart, and I were aboard to begin our trip up the coast.

As Joss powered out the channel, the main and genoa were raised. When we cleared Pt. Loma the sea was flat as a gentle southeast breeze helped us motorsail.

We had a delicious early dinner of Esther's hearty soup. We took two hour watches until midnight, then began four hour shifts. As soon as Carl went to his bunk, I snapped on the radio for marine weather. The forecast was: "Offshore, northwest winds 15 knots. inshore, small craft advisories for 20-30 knot winds out of the southeast." That was our kind of wind. I altered course and at this time we were 25 miles to sea from the west end of Catalina. We cut thru the passage between Anacapa and Santa Cruz Islands- No wind!

The next 15 miles were scary. Visibility thru the rain and fog varied between 100-200 feet. Every 10 minutes, an oil island would loom out of the murk. Occasionally a dispatch boat servicing the oil rigs would roar by at 15 knots. Two hours later the visibility increased to a mile. The oil islands were past, but the fearsome Pt. Concepcion lay ahead. We braced for expected rough going, instead the sea was calm.

Several hours later Joss was north of Morro Bay and some 25 miles offshore. I put out a rod with a feather jig and within an hour the reel sang and Carl had a 30 pound albacore. Royal food!

The next morning we put into Monterey for fuel and shelter for the night. That evening I studied the chart and the current table for the Golden Gate.





Leaving Monterey at 1000 we had two hours of brisk sailing. The wind increased and veered to the northwest. The diesel was started and Joss nosed into five foot wind waves and five foot swells. This is just the sea for which she was designed. After several more hours we received a legacy from a Mexican hurricane—a counter swell from the south. The ocean became terribly confused and we had uncomfortable going. However, as we neared San Francisco the southerly swell disappeared. The wind hardened to 25 knots and on our approach to the bay we were able to fall off and begin sailing. Under main and staysail Joss boiled thru the Golden Gate at 8½ knots. Considering the current, we made 14 knots over the ground.

Once in the harbor we went to the St. Francis Yacht Club. The club was in the midst of Regatta week and very crowded. Windward Passage and similar gold platers were everywhere. We backed off and put in at neighboring Golden Gate Yacht Club where there was space available.

We stayed in San Francisco three days heading inland for the delta area. At the end of our first day up river we stopped at the Sportsmens Yacht Club. John Nelson who we met at GGYC invited us to visit his club when he learned we were en route to Sacramento. Above the city of Antioch we found the entrance—a 25' wide slough leading to the clubhouse, a old ferry boat. The Sportsmens owned the land adjacent to where the ferry was moored. In the late afternoon after we had showered, Carl and I started to walk to a restaurant. Two members collared us and we were asked to join them for a turkey buffet. We shared a delightful meal with five couples. The ferry is commodious. There are two levels and perhaps 25 private rooms. Some have their own galleys. The cost of belonging is modest. Initiation is \$150, monthly

dues are \$8, and each member pledges to give five days labor to keep up the ferry.

The second day we ran up the San Joaquin river to Tinsley Island, privately owned by the St. Francis Yacht Club. Barry Stephens of Stephens Brothers, boatbuilders, with whom I had become acquainted at the St. Francisco YC asked me to visit the island. Very few non-members get to bring their boats to Tinsley, I learned later. Stephens and I had some interesting talks. During my college days my family had a power boat in Wilmington. I was able to relate to Stephens stories of his cruisers when I was a marlin fisherman.

After a night at Tinsley we continued up the San Joaquin, Mokelumne, and Sacramento rivers. On the river trip the genoa was flown and it added 1¼ knots. Esther's brother picked me up and took me to the Sacramento YC where I met the caretaker. He drew a chart to show the proper course to take when coming to the guest dock. Two hours later, when we brought Joss in per the chart we ran aground. Carl jumped overboard and walked 125' away and dropped our stern anchor. We kedged and ran the motor in reverse to free Joss. I did not try the guest dock again. Instead we put into a slip.

Esther flew up later in the day and after three days at Sacramento she stayed almost a week as we returned west down the Sacramento river. At Oakland, I put Esther aboard a plane for San Diego.

Carl and I remained in the San Francisco Bay area for five more days. We stayed overnight at the Corinthian YC, Tiburon. At Sausalito two days were spent at Pelican Harbor where all the boats are sail and made of wood. It was fascinating for me to walk the docks and inspect the various classic boats.

At noon the next day we left San Francisco and moved out the Golden Gate with a favorable current. As soon as we cleared the bay the motor was stopped and we began our trip south. In the morning we had a north-east wind on our stern quarter.

By noon it was blowing 18 knots. Joss kept up a steady 8-8½ knots, occasionally surging to 9½. At 1600 we entered Morro Bay a step ahead of the fog. We moored at Morro Bay YC, a small, friendly club. Two days were spent here visiting and preparing for our journey home.

For the second time we passed Pt. Concepcion and the sea was flat. I had planned an easy run to Santa Barbara. Six hours later we were enjoying a leisurely sail along the coast. There was a haze on the horizon and in an hour the fog was thick. Even though we were only an hour from Santa Barbara I did not want to brave the oil islands. We pointed slightly offshore. I put out a line as we were in floating kelp and within 45 minutes we had two 5 lb. kelp bass.. More good food!

In the morning fog still surrounded us. There had been little wind for the last twenty hours. We had been under power and sail. Finally about 1400 we saw the Palos Verdes coastline. I changed course for Catalina. Carl had been promised we would stop there. Again, the fog thickened and we never made Avalon. In the night we cleared Catalina, went ten miles toward San Clemente Island, and then set course for Pt. Loma. The next morning the diesel quit—out of fuel. In the light airs of So. California we took three more days to reach home. At the end of one four hour break I checked the log. We had traveled 2½ miles in four hours.

The cruise was ended on a upbeat, as we sailed into San Diego Bay with the wind brisk. Joss made a comfortable 7 knots. At 1600 we sailed into our slip at Southwestern YC.

It's good to go away and it's good to return!

Joss traveled nearly 1,600 miles on the six week cruise with 198 engine hours.

Basil Lustig